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M E M O R A N D U M

TO: Work Program Committee Members

FROM: Christine Monsen, Executive Director *CM*
Arthur Dao, Deputy Director
Jim Ogren, Project Controls Team *JO*

DATE: December 31, 2003

SUBJECT: **Route 238 Corridor Improvement Project
(MB 238) – Update on Consensus Alternative Project
Study**

Recommendation

This agenda item is to provide the Committee an update on the progress of the project study for the Alternative Route 238 Corridor Improvements Project in Hayward (MB 238). This agenda item is for information only, and no action is required from the Committee.

Discussion

In January 2003, the Board approved the City of Hayward's request for \$1.5 million of Measure B funds for preliminary engineering study efforts to define the scope, cost, and schedule for the Alternative Route 238 Consensus Project, which is now referenced as the Route 238 Corridor Improvements Project. The product of this study will be a Project Study Report (PSR) to provide a recommendation on the feasibility of the project; a scope of the project for further evaluation in the subsequent environmental review phase; and the type of environmental document that might be required for the project. The PSR will also document agreement on the project scope, schedule, and estimated project cost such that could serve as basis for the future Board's actions on the project with respect to funding and project delivery.

The concept of the Route 238 Corridor Improvements Project had been determined earlier by the Consensus Group, which was comprised of key interested parties, and was reviewed by the local community in a public process. The Consensus Project concept for which additional study is being conducted using the approved Measure B funds, includes specific physical elements such as project limits and number of lanes on the Route 238 Corridor (Mission Boulevard and Foothill Boulevard in Hayward).

The City has been the lead agency in the development of the PSR, with technical assistance from a consultant engineering firm. To continue building on the success of the Consensus Alternative Project, as well as a means of getting input through the preparation of the PSR, the City had also convened a Working Group of seven persons, one appointed by each of the City of Hayward Councilmembers. This Working Group is comprised of individuals representing the City of Hayward Chamber of Commerce; California State University, Hayward; Hayward Area Planning Association; Citizens for Alternative Transportation Solutions; Alameda County, through the office of Supervisor Nate Miley; and citizens representing community interests. Many of these

organizations were represented on the consensus group involved with the development of the Consensus Project concept. The Authority and Project Controls Staff also participate in the Working Group Process in an advisory role. The City has also established a Technical Advisory Team, comprised of staffs from the City, Alameda County Planning and Public Works departments, engineering consultants, and ACTA, to support technical aspects of the project as well as to coordinate with other planned improvements by the County.

Since March of 2003, the Working Group has been meeting on at least on a monthly basis to provide input and guidance in the development of the project. The Group met twice in December 2003 and will again meet twice in January 2004. The Working Group meetings are open to the public.

Brief Chronology

• Mid-1997	Litigation started. Resulted in a Summary Judgment that was subsequently overturned on an Appeal.
• May 2001	Superior Court Trial
• January 2002	Superior Court issued Final Ruling -- <ul style="list-style-type: none"> • Hayward Bypass project as developed by Caltrans is not consistent with the project included in the 1986 Measure B Expenditure Plan. • Required that Measure B funds cease to be expended on the Hayward Bypass Project. • Previous expenditures of Measure B funds on the project did not need to be reimbursed.
• February 2002	Authority Board voted to appeal the Ruling and directed staff to initiate the Consensus Process to seek an Alternative Project to the Hayward Bypass Project.
• March through June 2002	Consensus Project Development and Public Review Process.
• June 2002	Consensus Group agreed on an Alternative Route 238 Project to recommend to the Authority Board.
• July 2002	ACTA Board endorsed further study of Consensus Group's Recommended Alternative Route 238 Project.
• November 2002	Measure U in the City of Hayward passed, allowing the City Council to amend the City General Plan to include transportation project alternatives, inclusive of the Hayward Bypass Project, to improve traffic circulation in the City that could be eligible for Measure B funds.

<ul style="list-style-type: none"> • December 2002 	<p>The City Council voted unanimously to authorize a funding request to the Authority for Measure B funds in the amount of \$1.5 million for a project study effort to further analyze and define the Route 238 Corridor Improvements Project.</p>
<ul style="list-style-type: none"> • January 2003 	<ul style="list-style-type: none"> ➤ ACTA Board approved City's funding request, with stipulations on future programmed funding. ➤ ACTA Board voted to drop Appeal of the Superior Court's Final Ruling issued in January 2002.
<ul style="list-style-type: none"> • March 2003 – Present 	<ul style="list-style-type: none"> ➤ On-going development of the Route 238 Corridor Improvements Project Study ➤ Working Group Process

Description of the Alternative Route 238 Corridor Project Concept

The Board had approved Measure B funds for evaluating a project concept that would add capacity on Route 238 (a portion of Mission Boulevard and Foothill Boulevard) by eliminating parking in both directions during the peak commute periods from I-580 to Industrial Parkway, and included the following elements as recommended by the Consensus Group:

- Add another permanent lane in each direction from City Center Drive to Harder Road.
- Reconfigure the Five Flags intersection to bring Foothill Boulevard/Jackson Street under Mission Boulevard, to reduce the conflicting movements.
- Where possible, sidewalk widths will be reduced to accommodate the additional roadway improvements, to reduce property acquisition.

The Board endorsed the Consensus Group's recommendation which is reiterated as follows:

"By strong consensus, this committee recommends that the alternative be moved forward for further study with the final configuration determined through technical and environmental studies. In the course of these studies, further examination of signal coordination, turning movements, etc., will be completed.

We further recognize the need to implement other related projects and programs that enhance and complement this alternative, such as interchange improvements at Redwood Road and I-580 and widening of Interstate 238 between I-580 and I-880.

We recognize that there are other modes that could further enhance and complement this alternative and recommend that they be studied outside of this alternative."

Status of the Project Study

The project study, currently under the management of the City of Hayward, is progressing within the scope of the study as recommended by the original Consensus Groups, endorsed by the

ACTA Board, and approved by the City of Hayward. In addition, the project expenditure is currently consistent with the amount of work produced and within the approved Measure B budget allocated by the Board. A Project Study Report (PSR) is anticipated to be completed in the summer 2004. The PSR will provide documentation on a more definitive project plan and scope, detail estimated project cost, and recommendation on the scope of the project to carry on to the next phase of the project development process, which is environmental clearance. It is expected that the final PSR recommendations will be brought to the Board for discussion in the timeframe of July to September 2004, after the Hayward Council has reviewed it.

The project implementation process hinges on several potential political, policy, and technical processes to be determined in the short term future. These processes include:

- ⇒ The potential need and timing for amending the 1986 Measure B Expenditure Plan. If the Route 238 Corridor Improvements Project is found to be feasible, deliverable within a reasonable timeframe, fundable within available local, state, and federal sources, and acceptable by the Board, the Plan Amendment process could be initiated concurrent with the initiation of the environmental process.
- ⇒ The determination on the use of Measure B funds to provide resources for the environmental study of the project in relation to the timing of the Expenditure Plan amendment.
- ⇒ A process and schedule to revise state, regional and county transportation plans to include the project and exclude the Hayward Bypass Project. At this point, a determination is needed by May 2004 to allow MTC to complete required evaluations for the 2005 Transportation Improvement Program and the Transportation 2030 Plan.
- ⇒ Involvement of the California Transportation Commission, Metropolitan Transportation Commission, and the County Congestion Management Agency in the implementation process in terms of planning, programming, and development procedures.
- ⇒ A process for reprogramming state funds (all components, including right-of-way) to the project.

Thus far, most of the project study efforts have been focused on collecting, developing, and analyzing traffic data and conducting operational analyses to determine the "dimensions" and configurations of the project in terms of the number of lanes, lane widths, shoulder and median widths, potential accommodation of non-motorized facilities within the Mission Boulevard/ Foothill Boulevard Corridor. As part of this effort, the traffic analyses have included evaluation of a "Reduced Right-of-Way Alternative" which does not include the additional permanent lane between City Center Drive to Harder Road and attempts to provide the other improvements within the existing right-of-way. Preliminary analyses were also performed to determine the potential need for direct connections to the Interstate freeways (I-580 and I-238) in the northern vicinity of the project limit. To date, the configuration of the project, in its entirety, has not been formally reviewed and discussed with the Working Group. It is expected that this subject will be discussed at the two Working Group meetings in January 2004.

The following are summary of the activities and items that have been accomplished since March 2003:

- Development of operational guidelines for the Working Group;

- Development of the Mission Statement of the Working Group;
- Completion of the traffic demand models and operational analysis for the base year, year 2025 with No Project, year 2025 with Project, and year 2025 with Reduced Right of Way Alternative. The transportation analyses for the project include considerations for transit, bicycle and pedestrian mobility. The results of the traffic analysis are summarized below:

Peak Hour	Number of Intersections within Project Area with Level of Service F		
	Year 2025 – No Project	Year 2025 – With Project	Year 2025 – With Reduced ROW Alternative
AM	8	4	7
PM	11	3	8

Note: There are 20 intersections being evaluated within the project area.

- Discussion and consideration of the alternative project proposal from the Hayward Area Planning Association (HAPA), presented by Sherman Lewis, who is also a member of the Working Group. The Working Group has determined that the HAPA proposal may be considered in the environmental phase for the project, but not as part of the PSR efforts; and,
- Discussion of the Project’s potential benefit in reducing traffic on specific arterials in the unincorporated area such as Strobridge Avenue, Grove Way, and Mattox Road.

It should also be noted that Caltrans continues to pursue the appeal of the Superior Court judgment on the Hayward Bypass.

Fiscal Impact

There is no fiscal impact associated with this status report.